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PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts... \$7.25  
Per doz. pints... 4.65  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSORS  
MARTINI SOLA & CO.  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central.

No. 14,420 號十式百肆千肆萬壹第 日拾初月五年十壹緒光 HONGKONG, THURSDAY, JUNE 23RD, 1904. 肆拜禮 號三拾式月陸年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

**WATSON'S PRICKLY  
HEAT LOTION**  
IS A FIRST-RATE PREPARATION.  
IT AT ONCE RELIEVES THE SKIN  
IRRITATION AND PRODUCES A  
SOOTHED, QUIET FEELING.  
**A. S. WATSON & CO.**  
LIMITED,  
MANUFACTURING CHEMISTS.  
ESTABLISHED A.D. 1841. [a1381]

**CUTLER, PALMER  
& CO.'S**  
PRICE \$11.00 PER DOZEN  
Net.  
"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO., Hongkong. [a146]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
Casks of 37 lbs. net \$4.75 per Cask ex Factory.  
Bags of 25 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th August, 1903. [a1451]

**VICTORIA CYCLE EMPORIUM**  
We are Sole Agents for the following—  
MONOPOLE, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS Fitted with PNEUMATIC  
TYRES and BALL BEARINGS THROUGH-  
OUT. Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-ensembling a  
speciality. McKIRDY & CO.,  
43 & 44, Queen's Road East.  
60a [a1451]

**QUAN WAH & CO.**  
GRANITE AND MARBLE MERCHANTS.  
EXPORTERS AND CONTRACTORS.  
Sole Agents of  
QUAN TAI & CO., Lime Manufacturers.  
All descriptions of  
GRANITE AND MARBLE FOR EXPORT.  
Dealers in  
GRANITE AND MARBLE MONUMENTS  
Prices & Estimates on Application.  
No. 1, Queen's Road East.  
Hongkong, 11th June, 1904. [a10]

**TONG CHONG & CO.**  
No. 98, QUEEN'S ROAD CENTRAL.  
Manufacturers of Hand-made Pure  
HAVANA CIGARS AND CIGARETTES  
They are made of best Havana leaves and  
possess a mild and choice flavour.  
Inspection courteously invited.  
Hongkong, 26th May, 1904. [a133]

**CARLTON HOUSE.**  
10, ICE HOUSE STREET.  
Lately Occupied by Club Elmfield.

**WILL be OPENED on the 1st July next,**  
to supply a long-felt want, of a really  
**FIRST CLASS PRIVATE HOTEL.**  
Rooms most Elegantly Furnished. Comfort  
& Visitors will be made a Special Study.  
Absolute Cleanliness Guaranteed. Cuisine a  
Speciality.  
Premises centrally situated away from the  
noise of traffic.  
For terms apply after 25th inst., to—  
B. F. HOWARD,  
Manager.  
Hongkong, 14th June, 1904. [a1468]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
**MACAO**  
HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hengshen*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
[a224] **THE MANAGER**

**ARNHOLD, KARBURG & CO.**  
—  
**LARGE STOCK  
OF  
LIGHT RAILWAY MATERIAL**  
—  
ENQUIRIES SOLICITED.  
Hongkong, 29th April, 1904. [a333]

**KODAKS,  
FILMS,  
AND ACCESSORIES.**  
—  
DEVELOPING AND PRINTING UNDERTAKEN.  
GOOD WORK, PROMPT RETURN.  
**LONG, HING & CO.,**  
PHOTO GOODS STORE,  
17A, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st December, 1903. [a38]

**NEW STOCK  
SUMMER UNDERWEAR**  
—  
SHIRTS. COLLARS. TIES.  
STRAW HATS. PITH HELMETS.  
RAINCOATS AND WATERPROOFS.  
**LANE, CRAWFORD & CO.**  
Hongkong, 10th May, 1904. [a4a]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—

<b>SUPERB OLD COGNAC,</b> \$23.50 PER DOZ. Distinguished by Four Stars on the label.	<b>C.P. &amp; Co.'s INVALIDS' PORT</b> \$21 PER DOZ. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassall.
<b>ANOTHER FINE COGNAC,</b> \$18.50 per doz. Less old than the above.	<b>DOURO PORT,</b> \$15.00 PER DOZ. A fine, full, and fruity wine.
<b>IMPERIAL BRANDY</b> \$12.00 PER CASE.	<b>AMOROSO SHERRY,</b> \$20 PER DOZ.
<b>THE ELITE OF WHISKY— THE "PALL MAIL,"</b> \$21 PER DOZ. 11 Years old: the finest quality shipped. Each bottle bears an Analyst's certificate.	<b>LA TOURE SHERRY,</b> \$17.00 PER DOZ. A natural and most pleasant wine to the taste.
<b>C. P. &amp; Co.'s OWN SPECIAL BLEND WHISKY,</b> \$11.00 PER DOZ. Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS	<b>BENEDICTINE LIQUEUR— D.O.M.,</b> \$41.75 PER DOZ. QUARTS. \$43.75 PER 2 DOZ. PINTS. THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a15]

**E. C. WILKS & CO.,  
MARINE SURVEYORS.**  
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.  
COLLISIONS AND DAMAGES SURVEYED.  
SALVAGE WORK UNDERTAKEN.  
SHIP DESIGNS AND SPECIFICATIONS PREPARED.  
Agents for the CONSTRUCTION AND SALE OF STEAM AND MOTOR-LAUNCHES.  
CONTRACTS for NEW TONNAGE, on reasonable terms with first-class builders.  
A large stock of CANADIAN ASBESTOS and ASBESTOS GOODS KEPT.  
Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.  
Telegram Address: "MARINEWORK."  
Hongkong, 1st May, 1904. [a1153]

**CONFETIONERY!!!**  
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.  
MARRONS GLACES, CRYSTALLINE FRUITS,  
TOM SMITH'S CRACKERS,  
PLUM PUDDINGS,  
DATES, FIGS, FAISINS, ALMONDS and NUTS.  
STILTON, CREAM, GORGONZOLA, ROQUEFORT, CAMENBERT,  
SAVOIR, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN  
CHEESE.  
YORK HAM and BEST ENGLISH BACON. TOYS TOYS.

**A. CHAZALON & CO.**  
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NEW BOOKS BY ENGLISH MAIL.  
CASSELL'S ROYAL ACADEMY PICTURES, PARTS 1 & 2, each \$0.90  
"BLACK AND WHITE" ACADEMY PICTURES, each 0.90  
PICTURES OF THE YRAK, R. A. AND NEW GALLERY, each 0.90  
THE PARIS SALON, each 2.70  
LE NU AU SALON, each 4.50  
LE PANORAMA SALON, PARTS 1, 2 & 3, each 0.60  
JAPAN TO-DAY, by J. A. B. Scherer, \$5.25  
X RAYS IN FREEMASONRY, by A. Cowan, 3.90  
CHINESE LABOUR (In the Transvaal), by U. Kibbick, 0.25  
CHINA FROM WITHIN, A STUDY OF OPINION FALLACIES AND MISREPRESENTATIONS, by A. Davenport, 4.70  
UNCONSCIOUS THERAPEUTICS, OR THE PERSONALITY OF THE PHYSICIAN, by A. T. Scholfield, M.D., 4.50  
FAR EASTERN IMPRESSIONS, JAPAN-KOREA-CHINA, by E. F. G. Hatch, M.P., 5.25  
ARBITRAGE IN BULLION, COINS, BILLS, STOCKS, SHARES, AND OPTIONS, by H. Deutscher, Ph.D., 9.00  
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THE RACING WORLD AND ITS INHABITANTS, by A. E. T. Watson, 10.50  
STARTERS AND REGULATORS FOR ELECTRIC MOTORS AND GENERATORS, by R. Krause, 4.00  
DISABILITY, A STUDY IN PERSONALITY AND IDEAS, by W. Siegel, 4.50  
HISTORY AND PRINCIPLES OF BANKING, by H. T. Easton, 4.50  
THE JAPANESE GRAPHIC, PART 1, 60 Cents, [a32]

**TENNENT'S "RED T" BRAND.**  
TENNENT'S PILSENER BEER.  
TENNENT'S INDIA PALE ALE.  
TENNENT'S MÜNICH BEER.  
TENNENT'S STOUT.  
BREWED AT THE FAMOUS WELLPARK BREWERY, GLASGOW.  
SOLE AGENTS—  
**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road, Hongkong, 15th June, 1904. [a35]

**THE OLD  
FAMILIAR BEVERAGE  
STONE GINGER-BEER  
"CLEPT" "POP."**  
**HOME BREWED**  
**WATKINS LIMITED**  
CHEMISTS, AERATED WATER MANUFACTURERS,  
APOTHECARIES' HALL, WATKINS BUILDING.  
At CANTON, SHANGHAI, HANKOW and PEKING. [a37]

**THE  
LAHMEYER ELECTRICAL CO., LD.**  
LONDON  
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a56]  
**W. BREWER & CO.**  
23 and 25, QUEEN'S ROAD.

Haydn's Dictionary of Dates, Just Out \$17.00	Japanese Physical Training ... \$4.50
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Celebrate Sarah ... 1.75	
Watchers, by Mason ... 1.75	
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Two Men from Kimberley ... 1.75	
How to Win at Bridge ... 0.90	

COPYING PRESSSES, All Sizes.  
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NOTEPAPERS AND ENVELOPES.  
Enormous Variety.  
BRICKENEDER TYPEWRITERS. [a33]

**INSURANCE**  
**THE STANDARD LIFE OFFICE**  
(ESTABLISHED 1825)  
Over  
£22,000,000  
Paid in Claims.  
THE Standard is the only British Life Office having a Local Board of Directors in the Far East with full powers to accept Proposals, pay Surrenders and Claims on the spot without reference home.  
The Oldest and Cheapest Company in the East.  
[a1801-2] **DODWELL & CO., LD.,**  
Agents.

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**HONGKONG HOTEL**  
A FIRST-CLASS HOTEL IN EVERY RESPECT  
Elegantly Furnished Reading, Drawing Room, Ping-pong and Smoking Rooms. Private Bar and Two Billiard Rooms for Hotel Residents.  
Dining Accommodation for 300 persons. Private and Special Dining Rooms. European Chef and Indian Curry Cook. Ladies' Afternoon Tea Rooms with European Matron in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—141 rooms. Electric Lighting throughout. Electric Fans in Rooms, if required.  
Hot and Cold Water throughout. Wines and Groceries specially imported by the Hotel Co.  
Wines cooled by Hotel refrigerators. Hotel Linen washed on Premises by machinery.  
Fire Extinguishing Mains and Emergency Exits on every floor.  
MODERATE CHARGES! NO EXTRAS!  
[a48] **H. HAYNES,**  
Manager.

**THE  
PEAK HOTEL.**  
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South West Monsoon.  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a914]

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required).  
Electric Passenger Elevator to each floor. Table D'Hôte at separate tables.  
For Terms, etc., apply to the—  
MANAGER.  
Hongkong, 10th June 1903. [a1082]

**CONNAUGHT HOUSE.**  
A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms. Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout.  
Special Rates for Tourists. Lunch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1902. [a349]

**MACAO**  
AND  
**CANTON HOTELS.**  
A LITTLE CHANGE.  
THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.  
**WM. FARMER,**  
Proprietor. [a1362]



## INTIMATION

### A. S. WATSON & CO., LIMITED.

THE LEADING MANUFACTURERS OF AERATED WATERS IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement up to date.

ABSOLUTE PURITY is guaranteed. THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

## A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY. ESTABLISHED A.D. 1841.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the new columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lister's. P.O. Box 28. Telephone No. 12.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD, CL. LONDON OFFICE: 131, FLEET STREET, E.C. HONGKONG, 23RD JUNE, 1904.

AS THE site for the erection of the New Post Office and other Government Departments is still in the very first stages of preparation to receive the foundations, it is perhaps superfluous to enter into any speculations as to the probable date of the completion of the building. The building will rise fair and stately some day, and we can only hope that by the time it is ready for occupation the wants of the Colony will not once again have quite outgrown the accommodation provided. There is something, however, we should like in all humility to suggest. A site was prepared for the erection of a new Clock Tower and a shelter for passengers using the Blake Pier, yeelp Padder Wharf. It was so seriously intended to carry out this much-desired and needed shelter that plans were called for by the Government and a prize of \$250 offered for the best plan. The competition was won by Mr. FISHER, architect in the Public Works Department, and the then Governor, Sir HENRY BLAKE, decided upon its erection at an early date. But the Government decided that it could not vote the small sum required, and the commencement of the work was deferred—shall we say to the Greek Kalends? For it is a noticeable fact that works postponed by the Government have a knack of drifting into the background and being heard of no more officially. Even a Governor, unless he has a strong determination, usually bows to the non possumus of the Colonial Treasurer, and such as Sir HENRY BLAKE desired to see this tower stand boldly up in front of the far-extending Praya, he appeared to have no power of initiative in the matter. As the question seems likely to be hung up indefinitely, and neither those who wish to see the Pier provided with waiting-rooms

and a proper shelter, nor those who are anxious to shift the clock from its present tower seem to have any chance of attaining their desire, we would like to suggest that it is perhaps not too late to make other and perhaps more practicable arrangements. It is true that the plan of the Post Office has been sanctioned and passed and the contract for piling the foundations has been let, but as the work has not been more than commenced, it would be possible to allow for some deviation from the accepted plan. What we would suggest, therefore, is that an alteration should be made in the design to admit of the erection of a handsome clock tower at the north-east corner of the building. There would, we imagine, be no great difficulty in arranging for this alteration. It would probably entail rather heavier piling in the corner, and some little rearrangement of the design for the water front of the building, but nothing that the architects could not easily provide for. If this suggestion were adopted, matters would be greatly simplified, both for the adornment of the city and the comfort and convenience of the public. The plan of the waiting-rooms and roof of the Blake Pier made by Mr. FISHER could then be modified, by the elimination of the Clock Tower, and the existing Clock Tower could be removed so soon as the new building was sufficiently advanced to receive the clock. While making this suggestion, however, we by no means retreat from the position formerly taken up when we strongly advocated the immediate erection of the Clock Tower as designed by Mr. FISHER. We should still prefer to see this erected, inasmuch as it would occupy a site specially prepared and which projects beyond the Praya with the object of making the clock visible from every part of the Harbour. Nor do we for a moment retreat from the advocacy of the immediate removal of the existing Clock Tower, which has now become practically a useless obstruction to the street traffic that surges around it. At the same time, it is well to recognise facts as they are, and if we cannot have an independent Clock Tower, at once an ornament to the City and a convenience to the shore and floating population alike, we are willing to accept the best substitute for it that we can get.

Eight cases of plague were notified yesterday. The English Mail of the 21st May was delivered in London on the 20th inst.

The Sir Hector MacDonald memorial fund now totals \$2,000.

On the 16th inst. at Singapore the Bank's 4 1/2 rate was 1s. 11 1/2 p.

Admiral Sir Cyrran Bridge and Admiral Swinton Holland were present at the Court held by their Majesties the King and Queen at Buckingham Palace on May 20th.

Applications are invited from shareholders of Messrs. A. S. Watson & Co. for the issue of 30,000 new shares of \$10 each at a premium of 10 per cent. or \$11 a share. Particulars will be found in the advertisement appearing on page 4.

The homeward-bound German Mail s.s. *Ritten*, which was due to leave Hongkong yesterday, will not sail until tomorrow, and the mail will remain open accordingly. She called at Foochow to load tea, and was due to leave this morning for Hongkong.

During the hearing of a case at the Criminal Sessions yesterday morning, a Sikh constable who was standing guard over the prisoner with rifle and fixed bayonet fainting owing to the heat of the Courthouse and had to be carried out. He narrowly escaped impalement upon his own bayonet as he fell.

The Macao Hotel has been fitted up with a fine installation of electric lights, and tomorrow night the proprietor, Mr. William Farmer, will entertain a numerous party of guests to dinner in honour of the occasion. For the past three or four days the installation has been in working order, and is giving every satisfaction.

The Hon. Treasurer of the Alice Memorial and Netherole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—  
Colonial Government ... \$300  
W. H. Wickham ... 10  
Mutual Stores ... 10

On the occasion of his approaching departure for Europe on leave of absence the Chinese British subjects of Bangkok presented to Mr. Ralph Paget, H.B.M. Chargé d'Affaires an address in which they expressed warmest appreciation of his services to them and their respectful thanks.

Captain Diogo Sá, of the Portuguese gunboat *Diu*, travelled to Hongkong yesterday by the s.s. *Huanghai* on his way home by the *Empress of India*. As the *Huanghai* left Macao Harbour the crew of the *Diu* manned the yards and gave three hearty cheers for the departing Commander. Captain Diogo Sá was accompanied to the wharf by His Excellency the Governor and suite and many of the high officials of the Colony.

Khaki-covered, Wolsey-pattern helmets, with a brown leather chin-strap, have been approved by the Army Council for wear abroad by all ranks of the British Army.

Her Excellency Lady Blake recently arranged a raffle among her friends in Ceylon in aid of the suffering caused by recent floods among the people of the low-lands. Lady Blake gave three prizes, consisting of three pink pearls, which she herself procured at the pink pearl fishery in the West Indies when there some years ago.

It is announced that the construction of the Tiao-chou Swatow line of rail in Kwangtung will soon commence as the required capital has been fully subscribed by Chinese merchants and officials at Canton, Hongkong and Singapore. The money has been obtained through the influence of Mr. Hang Hui-nan, who is the Managing Director of the Company, which has a capital of Tls. 2,000,000 of 10,000 shares of Tls. 200 each.

The presence of the Filipino Commission in San Francisco led to a newspaper controversy as to whether the Filipino people are of Malay or Japanese origin. The *Call* asserts that with the exception of the Negritos and the Moros the native races are of Malayan extraction. The *Call* prints portraits of Filipinos to prove its contention, placing Japanese alongside of Filipinos. The *Chronicle* publishes Aguinaldo's picture to show that the islanders are Malayan. We don't know how the question was settled, but a Solomon asked to give a decision on the point might very well say both contentions are probably correct, for does not the balance of testimony declare the Japanese to be of Malayan origin?

An anonymous M.P. writes a little essay on "Mixed Metaphors in the House of Commons" in the *Spectator*, but his collection of Parliamentary bulls is far from complete. He does not mention Mr. P. A. McHugh's description of a certain Government Department as being "ironbound in red tape," and a famous bull of the last Chancellor of the Exchequer is not accurately or effectively reproduced. What Mr. Ritchie really said was: "The question of moisture in tobacco is a thorny subject that has long been a bone of contention." A commentator on the subject says there are some splendid specimens of bovine oratory in the Colonial House. For instance, the Australian legislator who, speaking of the competition between land and sea-carrage, exclaimed: "Mr. Speaker, the railways are cutting the ground from under the steamers' feet."

The famous racehorse Ormonde, who was bred by the late Duke of Westminster and is generally considered to have been one of the two or three finest racehorses that the world has ever seen, came to a painful end in California a few weeks ago, chloroform having been administered to him at Mr. Macdonough's stud farm, where he had been located for many years. Ormonde won about a dozen races, worth nearly \$30,000. He was, like St. Simon, who preceded him by a year or two, unbeaten. He was affected with some sort of fever, and the late Duke of Westminster was content to sell him to Senor Bocan, a breeder at Buenos Ayres, who gave £12,000 for him. He was sent out to South America in 1889, but he did not remain there long, as his new owner was able to sell him three years later to Mr. O. B. Macdonough, who, it is understood, paid £31,000 for him, this being the highest price ever paid for a thoroughbred until M. Edmond Blanc gave 37,500 guineas for Flying Fox, who, it may be observed, is a grandson of Ormonde. After Ormonde had been purchased by Mr. Macdonough he was brought back to England for a few months and held quite a levee on the lawn at Goodwood, where he had been brought for the Prince of Wales (as he then was) to inspect. From England he was despatched to the United States and across to California. It was hoped that the climate would restore his powers and clear his wind, but this anticipation was not altogether fulfilled, though he did become the sire of several winners.

## THE CANTON-HANKOW RAILWAY.

A native paper states that Dr. Ferguson, who was sent by Sheng Kungsho to the United States on matters relating to the Canton-Hankow Railway, has obtained the consent of the United States Government to let this line of railway remain in the possession of the American syndicate.

## CORRESPONDENCE.

### THE RAINFALL.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 22nd June.  
SIR.—At the present moment, when the Colony is suffering from a shortage of water perhaps unparalleled in its history at this season of the year, I am sure that all your readers would like to see how this is going to be redressed. I would suggest, therefore, the publication of the rainfall for the present year up to end of May, and subsequent additions to it weekly. I would also suggest the re-insertion, as of old, of the daily returns of the rainfall. They are of great interest in a Colony possessing so restricted a water supply.—Yours, &c.,  
FRAGRANT STREAMS.

[In compliance with our correspondent's suggestion, we append a table showing the monthly rainfall to the end of May, and for the purpose of comparison we give also the rainfall in the corresponding months of last year.]

	1904.	1903.
January.....	0.120 inches.	1.370 inches.
February.....	0.230 "	0.210 "
March.....	3.765 "	2.455 "
April.....	1.905 "	4.725 "
May.....	7.705 "	13.980 "
June.....	" "	25.230 "

The daily rainfall usually appears on page 8.—Ed.]

## TELEGRAMS.

[REUTER'S SERVICE.]

### H.M.S. "BAT" AND "STAG."

LONDON, 20th June.

H. M. Ships *Bat* and *Stag*, which recently collided during manoeuvres in the Mediterranean, have arrived at Malta; both are damaged.

### THE LOSS OF THE "AUSTRALIA."

LONDON, 20th June.

The *Australia* was in charge of the pilot and struck when going full speed. The impact was tremendous, and the water immediately extinguished the fires. No panic occurred.

### CHINESE IN SOUTH AFRICA.

LONDON, 20th June.

There were forty cases of beri-beri amongst the coolies at Tswalale at Durban.

### ARREST FOR PERJURY.

LONDON, 20th June.

Mr. Sievier, the ex-owner of *Sceptre*, has been arrested for perjury in connection with his bankruptcy in 1902.

### THE MISSION TO TIBET.

LONDON, 20th June.

The Mission proceeds to Lhasa on the 27th instant.

### EAST AFRICA PROTECTORATE.

LONDON, 20th June.

Sir Donald Stewart has been appointed Commissioner and Commander-in-Chief of the British East Africa protectorate.

### THE WRECK OF THE "HOIHAO."

LONDON, 20th June.

Yesterday afternoon Messrs. Hughes and Hough sold the wreck of the French steamer *Hoihae*, as she now lies stranded in the South Channel, Hainan Strait, near Hsienan Head, by public auction. The bidding was started at \$1,000, and went up by bids of \$100 to \$9,900, at which figure it was knocked down to Mr. A. R. Marty.

### GARRISON CHANGES.

LONDON, 20th June.

The Indian native infantry programme for the ensuing year shows that the 93rd Burma Infantry will be transferred from Hongkong to Mandalay; the 14th Mahrattas to Poona, and the 110th to Bhuj. The reliefs will consist of the 96th Berar Infantry, from Aurangabad; the 129th Baluchis from Karachi, and the 119th Infantry from Baroda.

### FIRE IN BONHAM STRAND.

Fire broke out at Nos. 39a and 41, Bonham Strand, the premises of a paper merchant, yesterday morning about 10 o'clock. The Brigade, under Mr. E. R. Hallifax, Deputy Superintendent of Police, got the blaze under in about an hour. A large quantity of paper was destroyed. The third floor was burned out, while the ground, first and second floors were damaged by water. The premises, we understand, were covered by insurance to the extent of \$10,000.

### CHINESE LABOUR.

Sir Frank Swettenham writes to the *Times* that after hearing the opinions of so many theorists on a subject of which they possess no practical knowledge, it may interest readers in England, in South Africa, and in Queensland to have the experience of an employer of Chinese labour. He encloses as evidence of the value of Chinese labour for agricultural purposes the following memorandum from Mr. John Turner, the leading planter in the Straits and a member of the Legislative Council of that Colony.

Penang, 16th April.  
Some 12 years ago a section of Caledonia Estate, Province Wellesley, was given over to Chinese coolies for cane growing, the estates buying the canes when ripe. This proved a complete success, so that in the course of four years over one-third of the estate's crop of some 6,500 tons was made from canes grown by Chinese in that way.

Encouraged by the success of Chinese as agriculturists I secured two concessions of land for sugar estates, one in the Kurau and one in the Teluk Anson district. These two estates now produce canes for a crop of between 7,000 and 8,000 tons of sugar, three-fourths of which is grown by Chinese.

For the manufacture of sugar the estates are equipped from Glasgow with machinery of the most powerful type made for the purpose, and to keep them supplied with all requirements the yearly bill from England amounts to a quarter of a million dollars.

It is worthy of mention that since these Chinese commenced growing canes for us there have been no differences between them and the estates' authorities of any moment—not a single complaint before the magistrate; whereas with the Tamil coolies working in the same way there have been several.

A Chinese coolie can and does cultivate 2½ acres of land, whereas a Tamil will work only 1½, and that not nearly so thoroughly.

JOHN TURNER.

## THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

### AN UNSUCCESSFUL PURSUIT.

VICE-ADMIRAL KAMIMURA'S REPORT.

SHANGHAI, 21st June, 5.25 p.m.

In his report Vice-Admiral Kamimura states:—

At 8 a.m. on the 15th inst. we were informed by a picket-boat, at Tsushima Island, to the effect that the enemy's fleet had been seen in the neighbourhood of Oki Island.

Our main fleet steamed at full speed in that direction and passed the southern part of the Tsushima Island. In the course of advance we, being joined by a destroyer flotilla, steamed to the north of Oki Island with a view to oppress down [sic] the enemy's squadron. In the meantime, the *Tsushima* was keeping the enemy in sight, whose movements she endeavoured to report, but owing to heavy rain she lost touch with them. Whereupon our fleet steamed at full speed to the south of Oki Island, but was unable to find the enemy. By this time we surmised that they, under cover of a fog, had retired to the North, so we accordingly changed our course to that direction. We were met, however, by heavy rains which obscured the view, and all hope of sighting the enemy's fleet disappeared. Therefore we took a course in the direction we supposed the enemy would most likely retire.

On the 16th, at dawn, we arrived at a pre-arranged spot. The weather was now clear and the sight was extensive; but unfortunately we were unable to perceive the enemy. We cruised about, often changing our course, searching for the enemy, but without success.

On the 17th inst. as it was probable that the Russian warships were still cruising along the northern coast of Japan, our vessels took an extended order and searched to the southward, but we failed to discover them.

Our fleet returned on the 19th instant.

### SKIRMISHING NEAR TAKUSHAN.

SHANGHAI, 21st June, 5.15 p.m.

The report concerning the army disembarked at Takozan [Takushan?] states that during the night of the 18th instant our scouts came in contact with the enemy about 24 miles south of Siebhanrei and Shugumun. There were several skirmishes in different directions, and we captured one officer and two men and killed more than fifty of the enemy.

We seized a good deal of booty, consisting of many rifles and lances. Our casualties are one man killed and five rank-and-file wounded.

[REUTER'S SERVICE.]

### THE RAID ON TRANSPORTS.

LONDON, 20th June.

Reuter's correspondent in St. Petersburg wires that Admiral Besobrasoff commanded the squadron which recently sunk the Japanese transports. Admiral Skrydloff remained in Vladivostok.

[FROM CHINESE SOURCES TRANSLATED BY THE "SHANGHAI MERCURY."]

### ENLISTMENT OF BRIGANDS PROHIBITED.

TIENTSIN, 13th June.

Viceroy Yuan Shih Kai of Chihli has been repeatedly informed by General Yang of Jehol that Japanese military officers are enlisting brigands at Chio Yang, Kiangchiatun, and Liuchiatze under the name of the Righteous Army, and that three companies have already been formed. In consideration of the fact that China has announced herself neutral and that Jehol is situated within the neutral zone, the Viceroy has decided not to allow any of the belligerents to enlist brigands at Jehol, and that if any brigands in parties ranging from ten to one hundred should be found erecting or intending to create trouble, soldiers should at once be despatched to suppress and disperse them, to which effect instructions have been sent to Liu Yang Sang, military authority of Kiangchiatun, and Yu Yue Heiang, military authority of Liuchiatze.

### HUANGHUTZES AND THE RUSSIANS.

CHINGCHOW, 14th June.

The Huanghutzes, near the borders of Harbin and Kirin, who enlisted themselves in Russian service some two months ago, and who had the confidence of their Russian masters to a certain extent, were ordered in the middle of last month to purchase ponies and provisions in Mongolia.

Accordingly, they set out, and after effecting the purchases as ordered, they did not return, but made off in another direction, to the disappointment of the Russians. At present, it is stated, they have reached as far as Pautan in Liaotung, where they are destroying the Russian railway and plundering the Russian despatches.

### HUMANE BELLETS.

A Russian war correspondent says the Japanese bullets are very small, so small, indeed, that in the majority of instances the wounds at the point of entrance and exit are not seen. If a bullet does not strike a vital organ it is possible to receive twenty wounds and yet remain alive. The doctors style the bullets "humane."

### JAPANESE KINDNESS TO RUSSIAN WOUNDED.

All the evidence that has reached the Russian headquarters as to the Japanese hospitals and their medical and surgical arrangements generally is unanimous, says a despatch from St. Petersburg, as to the excellence of that part of the enemy's equipment. Two wounded men of the 11th Russian Regiment, which suffered so severely at Kiliucheng, managed to escape through the enemy's lines, and have reached Mukden. Escape they say was easy, as the Japanese patrols always sleep at their posts. These men speak in enthusiastic terms of the manner in which the Japanese treat the Russian wounded. The Japanese army doctors, it seems, are splendid, and they personally saw to the comfort of all the Russian wounded. Each Russian officer taken prisoner is supplied with a separate tent, and is allowed to superintend the preparation of the food for the Russian wounded.

Dr. Fressner, of the Russian 11th Regiment, was invited to assist in tending to the wounded of both armies, and readily consented, saying all men are alike when suffering. Temporary assistance is given to the Japanese wounded in splendidly-arranged field hospitals. About 450 Russian wounded were carefully attended to in the Japanese camp. Whenever a wounded man was discovered, whether Russian or Japanese, he was placed on his feet, and if able to stand unsupported for a few seconds he was taken on a litter to hospital. Cruelities were undoubtedly perpetrated on Russian wounded, but the miscreants were invariably Chinese, who are bitterly anti-Russian. It is said to be a common remark amongst the Chinese, "If the Japanese win in this war we will send baskets full of Russian ears to Peking."

### ADMIRAL ALEXIEFF AND GENERAL KUROPATKIN.

EUROPEAN EDITION.

The *Temps* of the 17th ult. has the following telegram from Vienna:—

"According to news received here, a dispute has arisen between General Kropotkin and Admiral Alexieff which is on the point of becoming acute. General Kropotkin attributes the defeat on the Yalu to the Admiral's orders, which were in contradiction to his own. Their views are equally at variance regarding the course now to be adopted. General Kropotkin proposes to abandon Port Arthur, to effect a junction between his forces and the troops of the garrison, and to retire upon Kharbin. The Russian Commander-in-Chief declares that he cannot make a stand at Liaoyang, as he has only 60,000 men available for the fighting line. Admiral Alexieff maintains that it would be folly to abandon Port Arthur, as the Russians would lose the fleet, submit to a moral defeat, and lay the garrison of Port Arthur open to the danger of being exterminated by the Japanese. He declares that Port Arthur is impregnable. In St. Petersburg, among the Tsar's entourage, Admiral Alexieff's views are favoured."

### THE ECONOMIC CONDITION OF RUSSIA.

The war, as might have been expected, has already begun to produce a serious effect upon the economic life of Russia, and a writer in the Russian *Viedomosti* has brought together a number of reports which go to show that commerce and industry throughout the country are passing through a severe crisis. The practical cessation of trade with Siberia, caused by the monopolisation of the railway for military purposes, has made itself felt in many provinces in European Russia, particularly in Moscow, where several large houses have become insolvent. From Kiev come reports of great reluctance to invest in land. The timber industry in Minsk, Kremeniching, and Tiflis is suffering on account of the falling-off in the building trade, and a number of firms have become insolvent in Jitomir.

Of all parts of Russia Poland is probably the most hardily hit by the war. Directly after the outbreak of hostilities a number of foreign banks shortened the credit of Polish firms, and the embarrassment thus caused has had an extremely depressing effect on the highly-developed industry of this region. The closing of the Far Eastern market has also done its work, and the crisis has reached such a pitch that in Lodz alone 15,000 persons are out of employment, and here, as in Bialystok, where the number of unemployed is about 1,000, relief committees have been formed.

In Odessa, to which every summer about 20,000 labourers come from neighbouring provinces to work at the docks, the Prefect, as a result of inquiries, has found it advisable to request the Governors of the provinces concerned to warn labourers that their services would probably not be required in the harbour during the war. A number of factories have dismissed their employees or are working half-time. Gloomy reports are presented of the condition of the home industries in Nijni Novgorod, and it is stated that on certain railway lines including the Riazan-Ural railway, a large proportion of the employees are to be dismissed. The industrial depression prevailing in Russia before the war has been intensified to a high degree, and the easy assurance of certain patriotic journals that Russia will lightly bear the strain of the sacrifices imposed upon her by the war are certainly not justified by the facts of the present situation.



## THE TIBETAN EXPEDITION.

## RUSSIA'S AGENT IN LHASSA.

The Times correspondent with the Tibetan Expedition explains in one of his letters the secret of Russia's influence in Tibet. After describing the peaceful attitude of the people generally towards the expedition, he writes:—

"But there remains the inner ring at Lhasa, sullen, unchanged, inaccessible, and it is with them, and with them only, that our business can be transacted. Whatever the welcome accorded to us by the bulk of this simple people, it is important to estimate aright the attitude of that intangible body which stands behind the thrones and pulls the strings to which councillors and incarnate lamas alike dance. There is no evidence to show that recent events have influenced the committee of the Tamg-du to relax by a hair's breadth the stubborn non-possessive policy which has served them so well in the past, both to exclude foreign influences from their borders, and to blind fast the yoke of their authority upon the Lhasa of Tibet. This is no matter for surprise. As an ecclesiastical body it cannot be expected to judge of the march of events from the standpoint of expediency which is so readily adopted by laymen. Their position, the sanctity of their authority, are assured, and as a mere matter of principle they can make no concession. Even were there no other influence at work it would be irrational to expect them to be taught by the actions of those they have long regarded as their chieftains, and there is another influence in their midst whose sole interest and object it is to stiffen their obstinacy and confirm them in the course of undisputed hostility to us which they have lately and openly adopted. This influence is exerted by a man whose actions at the present crisis deserve serious attention."

Between 20 and 30 years ago Ghomang Lobzang, a Mongolian Buddhist from Aachenchi, arrived in Lhasa. Showing unusual ability, he ultimately became professor of metaphysics in the Da-bang monastery, and for many years he seemed destined to spend the autumn of his life in this capacity, peacefully and not without credit. He had reached the age of 52 when he entered, more by chance than design, upon the adventurous career of intrigue which has made his name notorious in the chancelleries of Calcutta, London, and St. Petersburg. There seems no reason to doubt the statement that his first journey from Lhasa to Russia in 1898 was undertaken for the simple purpose of collecting subscriptions from the southern districts of that Empire, where many professing Buddhists have their residence. But Russian officials were not slow to seize the opportunity, and Lobzang found himself returning to Tibet with a large number of exceedingly valuable presents to the Dalai Lama, a brand-new Russian name, Dorjief, by which he is now generally known, and the position of unofficial agent of the Russian Government in Lhasa.

His policy was clearly outlined for him and he carried his negotiations through with consummate tact. Not the least remarkable argument he brought forward to effect a rapprochement between his two masters was the insidious plea that if the Dalai Lama would but consent to visit St. Petersburg he would not only secure for Tibet the valuable alliance and protection of Russia, but might even convert to Buddhism the Tsar's wavering faith in Christianity. The methods employed on the banks of the Neva are beyond the pale of praise or blame; but surely no shrewder or more daring but was ever offered in the annals of diplomacy, and that it did not at once succeed throws some light upon the relations existing between the Dalai Lama, the real authorities in Lhasa, and Dorjief respectively.

The Dalai Lama himself was induced to accept the proposal, and even went so far as to despatch to St. Petersburg in advance his sacred "herden" or cushion and a magnificent *exedra* from his private library. But the Tsang-du had to be consulted, and here the influence which a single man was able to exert over another failed. The project was vetoed in spite of the earnest advocacy of the Grand Lama himself. A year later the Russians attempted a new ruse. Dorjief went again to St. Petersburg, and returned—making the journey from Urra to Lhasa in the record time of 90 days, it is important to note—bearing an invitation addressed to the Dalai Lama, asking him to despatch an envoy to treat directly with the Russians.

This was immediately done, and Tsan-nyid, an abbot of high position, accompanied Dorjief a month later from Lhasa through India to Colombo, where the two men and their attendants embarked in a Russian vessel for Odessa. The fruits of this expedition were twofold. First, the much-debated treaty granting Russia extensive concessions in Tibet in return for her protection of the country and its religion; secondly, the suggestion that a Russian prince should take up his residence in Lhasa. Neither project was warmly received. On behalf of the suzerain Power, the Chinese Amban denounced the treaty as treason to his Imperial master; the objections of the high officials to the intrusion of a European among them, he prince or peasant, were loud and universal.

For the moment Russian intrigue was checked. But there must have been a considerable body of opinion sympathetic to Dorjief's suggestions, or he would never have been unwise enough to give an actual date on which a small body of Cosacks would enter Lhasa. The date mentioned was the spring of 1903, and as we are now in the spring of 1904, Dorjief's position in Lhasa must already be a difficult one. For the moment he has brazened the matter out, and he has not spared his promises of Russian assistance. The receipt of Russian rifles lent colour to his words, and at the present moment he enjoys, somewhat insecurely perhaps, but effectively enough, the most influential positions in the gift of the

Dalai Lama, the Mastership of the Mint and the "Arsenal," and the Treasurership of the kingdom, and every action of his life is directed against ourselves.

Such is the man whose influence at Lhasa must at all costs be terminated. With him there can be no question of surrender, or acquiescence on even the smallest point. To retreat from the position he has claimed for Russia in Tibet would not only bring down upon himself the anger of the Russian Government, but the almost certainty of assassination by the Tibetans, whom he has deceived. There is nothing for him but to trust that, if he holds on, the delay of a month or two may enable Russian assistance in some form to arrive; how or when that may be possible he alone knows. For as every week lost may be crucial, for it may see vanish the present chance of concluding without further bloodshed the treaty which our own self-preservation demands; and we may be sure that Dorjief, for his own security, will leave no stone unturned to widen the issues. If his influence be left undisturbed at Lhasa the labour and endurance and cost of the expedition will go for naught, and the work will have to be begun again and completed at some future date, and at some incalculable cost.

## THE PLAGUE IN BOMBAY.

Regarding the annual plague epidemic season for 1903-04 as at an end, the *Times of India* comments upon the course and the effects of the epidemic, and concludes that a slower rise, milder incidence, and an equally speedy decline in the hot months have, of course, had an enormous influence upon the gross results of the season. The figures are so significant that we give them in some detail:—

	Total Mortality.	
	1903.	1904.
Jan., Feb. and March	20,739	14,869
April	8,816	5,489
May	3,976	3,240
	<hr/> 33,521	<hr/> 23,598

So that for the plague season of the current year the mortality is nearly ten thousand less than it was last year, entirely due to an abatement in the ravages of the pest. From whatever standpoint this is regarded it is a subject for profound present satisfaction and hope for the future.

Continuing, our contemporary says:—The question which will present itself to every one's mind is—what is this extraordinary reduction of the plague mortality due to? No one at all conversant with plague and its history will venture upon a confident reply. After seven and a half years' acquaintance with the disease and its ravages, we know very little of the cause of plague or of the life of the plague bacillus outside the human body. Any attempt to explain the phenomenon is, consequently, vitiated by the lack of that exact knowledge which, if the Government of India had been imbued with a scientific spirit, it would have been their first purpose to obtain. But writing with the reserve imposed upon everyone who deals with plague, an important force has been at work which has certainly had an influence upon the result. In one of his luminous reports to the Bombay Corporation the Health Officer described plague as a disease of locality, and stated that the only permanent remedy was the reconstruction of those quarters haunted by the pest, and where it recurred month after month, year after year. Although the march of improvement has been much slower than it ought to have been and might have been, very considerable progress has been made of recent years in bettering the sanitary conditions of the poorest parts of the town.

The Health Department working in conjunction with the Executive Engineer have razed many a pestiferous hovel, driven air spaces to let in the breeze and the sunlight where none existed before, raised solid pinches out of the mud and provided drainage channels where aforetime the filth festered in the sun. Then the Improvement Trust have built some model chawls at Agripada and will soon have many more available. If any think that better surroundings are thrown away upon the poor let him visit the Agripada chawls at any hour of the day or night, and noting the air of respectability, decency and order that obtains, return convinced. This raising of the sanitary status of the byways of the city cannot have been without its effect upon a pest which is a disease of locality, although we are not able to deduce its precise ameliorative value. It is a fact that during the later phase of the epidemic a certain amount of plague occurred in the model chawls at Agripada, which represent the highest degree of sanitary perfection in housing that can be given to the poorer classes; but inquiry shows that this in no way affects the general proposition. The Agripada cases were contracted elsewhere and imported; yet so effective were the sanitary conditions of the building that there was no occasion to evacuate it, and in only one case was the disease contracted within the chawls.

## NEW STAMPS.

The Louisiana Purchase commemorative series of stamps has been issued. Three hundred and fifty thousand were received, in 1, 2, 3, 5 and 10-cent stamps. The 1-cent stamps are green and have engraved on them the portrait of Robert R. Livingston, Minister to France, who conducted the negotiations for the Louisiana purchase.

The 2-cent stamps are red and have on their face the portrait of Thomas Jefferson, president of the United States at the time of the purchase. On the face of the purple 3-cent stamps is the picture of James Monroe, special ambassador to France, who assisted Mr. Livingston in the negotiations. The blue 5-cent stamps bear the picture of the murdered president, William McKinley, who approved the acts of Congress in connection with the commemorative exposition. The 10-cent stamps are brown, and on them is a map of the United States, showing the extent of the purchase.

## SUPREME COURT.

Wednesday, 22nd June.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM GOODMAN (CHIEF JUSTICE).

## AN OPIUM CASE.

The hearing was resumed of the case in which Cheung Man was charged with having on 19th May caused a certain false trade description bearing the letters "H. K. C. J. H. D. O." to be unlawfully used on packages of opium to which this label had been attached.

The following were the jury: Messrs. J. Hommings, E. Mast, T. H. Darton, L. Marshall, F. A. Macintosh, L. Knox and W. J. Torril.

Hon. Sir Henry S. Berkeley, Attorney-General (instructed by Mr. F. B. L. Bowley, Crown Solicitor), conducted the prosecution; Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almeida e Castro, solicitor), appeared for the defence.

Mr. Slade having concluded his opening statement for the defence, evidence was led.

The prisoner was put into the box to give evidence on his own behalf. He stated that he had two dress opium divans which he had been carrying on for 20 years. During that time no criminal charge had ever been made against him. He obtained all his opium from the Opium Farmer. When he obtained any opium from the Farmer entries were made in books and a record of the sales was also entered. An excise officer checked his books and the amount of opium in the divans every day. The excise officer came on the 19th and took his opium away at 12 o'clock at night. He (witness) was arrested next day. He bought his opium to the amount of 100 packages at a time. He did not employ the men who made the imitation wrappers and chop; they were employed by his foki.

After other evidence had been given counsel addressed the jury and his Lordship summed up.

The jury found the prisoner not guilty on the first count by five to two; and guilty of illegal possession of opium to which a false trade description had been applied.

His Lordship in passing sentence said he had to deal with the prisoner not for being in possession of opium, but for having in his possession opium to which a false trade description had been applied. He would take into consideration the fact that prisoner had been in jail since 19th May and would sentence him to one week's imprisonment with hard labour and to pay a fine of \$250, or in default six months' imprisonment.

## ANOTHER OPIUM CASE.

Fung Man, Leung Ying and Fung Cheuk were charged with having on 19th May unlawfully applied a false description to a quantity of dress opium in imitation of the labels used by the Opium Farmer.

They pleaded not guilty and were undefended. The following jury was empanelled:—Messrs. E. W. Terry, C. H. Falloun, A. A. Z. von Stockhausen, P. E. Wolff, E. S. Joseph, H. Ehmer and Chow Dart Tong.

Mr. H. A. Burke was called to the bar, but failed to appear.

His Lordship directed the Registrar (Mr. A. Seth) to see that the absent jurymen was summoned and that he filed an affidavit accounting for his non-appearance.

The Attorney-General in opening the case said that prisoners were arrested about half-past ten o'clock on 19th May in a room in an opium divan by an excise officer who had gained admission by giving the secret password which resulted in the door being opened. The excise given by the prisoners before the Magistrate was that they had just recently come down to Hongkong from Canton and that the owner of the divan employed them to put on these labels.

Evidence having been given, the jury unanimously found the prisoners guilty as charged.

His Lordship in imposing the sentences said the prisoners knew they were carrying on an illicit business in that divan with locked doors at night. If they had been wrapping up opium in a legitimate fashion, in an honest way, they would have worked in the daytime and not in a locked room at night. The maximum punishment for this offence was two years, but he was not going to impose that term; perhaps they were a set of ignorant men and the tools of others. His Lordship sentenced them each to nine months' imprisonment with hard labour, to commence at the end of the three months' imprisonment which they were at present undergoing for some other offence. The packages and apparatus would be forfeited to be disposed of as the Government decided.

## THREE MONTHS FOR PERJURY.

The first and second prisoners, Fung Man and Fung Cheuk, were afterwards dealt with for having committed perjury.

His Lordship said that by their statements that morning (while giving evidence in the case of Man Cheung) they had committed a most elaborate and unexcused perjury. They had told the Magistrate that they were employed by this man to pack opium. That morning, in order to get the man off, they turned round and said that he had nothing to do with this opium and that it was his foki who employed them, the foki who had disappeared. Man Cheung had been sent for trial upon their statements. Then they had got him found not guilty by saying he had nothing to do with this opium. To commit them for perjury would only be taking up the time of the Court. But there was an Ordinance under which he had power to sentence to three months' imprisonment anybody who committed perjury or made contradictory statements, whether before that Court or the Magistrate. His Lordship passed sentence of three months' imprisonment with hard labour upon both prisoners accordingly. This concluded the sessions, and the Court rose shortly before four o'clock.

## POLICE COURT.

Wednesday, 22nd June.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## ALLEGED BRIBERY.

A Chinaman was charged with bribery. It was stated that the defendant was engaged to build part of a wall dividing the Roman Catholic and Protestant cemeteries. It was alleged that he had offered a bribe of \$3 to a foreman of the Public Works Department who found fault with the wall.

Mr. Otto Kong Sing appeared for the defence and brought forward evidence to prove that bad feeling existed between the P.W.D. official and defendant.

His Worship dismissed the summons, ordering that the \$3 be put in the poor box.

## ABOUT A BUFFALO.

A man was charged with stealing a water-buffalo, complainant, a cattle dealer from Temple Street, Yumati, lost his buffalo, and then had it offered to him for sale by the defendant at Mongkok.

The defendant said the buffalo was given to him by another man.

His Worship sentenced the man to one month and six hours' stocks.

## CHARGE AGAINST A NEWSPAPER.

The Editor and a shareholder of the *Sai Kai Kung Yik Po* newspaper, were called upon to answer a charge of publishing an obscene article in their newspaper on the 12th May. Chief Detective Hanson prosecuted, and Mr. H. W. Looker, solicitor, of Messrs. Deacon, Looker and Deacon, appeared for the defence. Only one defendant, the shareholder, appeared.

Mr. Looker said his other client was unwell, but he suggested that the Court could go on with the case.

Chief Detective Hanson asked, that the defendant present should not be allowed to shirk responsibility after the case was heard, on the ground that he was only a shareholder.

Mr. Looker said the defendant would not shirk responsibility. He was only a shareholder, having no responsibility any way.

An interpreter from the Registrar-General's office was sworn. He gave evidence as to the obscene passages in the article in question. He also translated a sentence to the effect that the article was meaningless, inserted for fun.

Mr. Looker objected to the interpreter's translation. He produced another version translated by the interpreter of the Supreme Court.

Mr. Looker asked the interpreter to translate some sentences from a book bearing out the Supreme Court interpreter's translation.

Witness said the characters were so small.

"Well," said Mr. Looker, "put on your spectacles, then."

Witness after reading, the passages pointed out by Mr. Looker said that the characters bore quite a different meaning in the book to what they bore in the newspaper article.

The newspaper article, it was alleged, cast certain imputations against the celibacy of the monks in China. The article appeared to be a mock advertisement for hats, so worded as to have a double meaning.

The case was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

ASSAULTING AN EXCISE OFFICER.

A man was charged with assaulting an Excise Officer.

Mr. John Hastings, solicitor, appeared for the prosecution, while Mr. G. C. C. Master, solicitor, of Messrs. Johnson, Stokes and Master, appeared for the defence.

The man was convicted and sentenced to 14 days' hard labour.

ALLEGED ABDUCTION.

A woman was charged with abducting a girl under the age of 16 years.

Mr. O. D. Thompson, solicitor, appeared for the defence.

The case was remanded, defendant being allowed bail in the sum of \$1,000.

## COMMERCIAL EDUCATION AT SINGAPORE.

The report of the Committee of the Singapore Chamber of Commerce on the first examination under the Commercial Education Certificate Scheme has now been published. A sub-committee was appointed some ten months ago and recommended that an annual examination should be held, under the auspices of the Chamber, in English, handwriting, arithmetic, shorthand, and typewriting. On the result of this examination certificates are granted, and two prizes are given. Such is the scheme, which has for its object—"stimulating and encouraging a more thorough knowledge of English, whereby the mercantile community, without any impossible burden in the matter of expense, would secure a more intelligent class of clerk than exists at present."

It will be observed, remarks the *Free Press*, that the object of the Chamber is strictly utilitarian and characterised by a frugality worthy of the twentieth century successors of John Gilpin. That they should desire to see some immediate steps taken towards improving the standard of clerks in their offices is eminently business-like and practical. Whether the scheme is far-reaching enough, or likely to prove a permanent stimulant in promoting commercial education, is another question. At all events it has had the very desirable effect of drawing the attention of schools and schoolmasters, and of scholars, to the value of definite instruction in commercial subjects. It has secured the attendance of sixteen candidates and will issue certificates to six, present or future clerks. On the whole the Chamber is to

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## NERNST

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be congratulated on having made a start in encouraging commercial studies. Being in the nature of an experiment, it would not be reasonable to expect that all the conditions laid down would work out exactly as the Committee perhaps thought they would. For instance the prize winner, who we believe sent in some excellent papers, is and has been employed for a number of years in a local firm. On his merits he thoroughly earned first prize, but the award will hardly encourage efficiency in young men entering on a mercantile career.

The Committee will have to consider a revision of the regulations, and at the same time possibly alter the time of the examination to a more convenient time of the year. We take it that the Chamber desire to induce boys leaving school to spend an additional year or two studying commercial subjects. The nominal inducement is the securing of a certificate of competency and per chance \$50 thrown in. The real inducement no doubt is the extra wage such certificated clerks will command in the open market. From the fixing of the minimum age at 17 it is to be presumed that the Chamber do not want boys fresh from school—unless they have been induced to stay for an extra commercial course. In that case the policy would seem to be an examination at an earlier age for commercial scholars.

No great standing can be expected for the sum of money the Chamber is apparently willing to pay, viz. \$100 or \$150 a year. The examinations will certainly help to promote the more general study of commercial subjects, but the reward is so insignificant in value as compared with the prize offered to boys in the King's Scholarships, that we question whether they will induce any extra attendance at commercial classes. They are useful, but cannot be expected to have any material effect in raising the standard of English, which is the real cause of incompetent clerks.

steamer for the express purpose of establishing a service between England and America, and altogether from their ordinary service.  
A FLOATING DOCK FOR SAIGON.  
Orders have been placed by the French Government with the Forges et Chantiers de Modifiance for the construction of four floating docks, one of which is intended for Saigon.  
ADDITIONS TO THE P. & O. FLEET.  
The P. & O. Company, on the strength of the renewal of their mail contracts with the Imperial Government, probably have ordered the construction of several new ships. They have contracted with Messrs. Barclay, Curle & Co. Glasgow, to build two twin-screw steamers somewhat similar to the *Palermo*, which was built by that Company last year. The *Palermo* is a ship of 7,597 tons, and her dimensions are 497 ft. 5 in. length, 37 ft. 2 in. in beam, and 32 ft. 5 in. depth. A contract has also been made by the P. & O. Co. with Messrs. Caird & Co. Greenock, for a large twin-screw steamer similar to the new *Maldavia*, which is 10,000 tons, her dimensions being 520 ft. 6 in. length; 58 ft. 3 in. beam, and 33 ft. 3 in. depth. One of the vessels to be built by Messrs. Barclay, Curle & Co. is to be classed with the British corporation.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 22nd at 11.35 a.m. The barometer appears to have fallen generally in China and the Philippines.  
Gradients are moderate upon the China Coast and moderate S.E. winds will prevail in the Formosa Channel and S. to S.E. winds in the northern part of the China Sea.  
Forecast:—Moderate S. to S.E. winds, cloudy, showery.  
N.B.—The information received this morning is very meagre.

## SHIPPING NOTES.

## STEAMER MOVEMENTS.

The C.P.E. steamer *Empress of China* arrived at Vancouver at 3.30 p.m., on Tuesday, the 21st inst.

The O.S.S. & C.M. steamer *Myrmidon* left Batavia for this port on the 17th inst., and is due here to-morrow.

The O.S.S. & C.M. steamer *Cathos* will leave Victoria (B.C.) for Japan and Hongkong on the 7th prox.

## WEATHER AT SEA.

The *Canton* from Chinkiang reports light winds and fine.

The *E. Sang* from Weihaiwei reports fine weather.

"OLENCHY'S" PROPELLER SHAFT BROKEN.  
Messrs. McGregor Bros and Gow inform us that they are in receipt of the following telegram:—S.S. *Glenloch* has put back to Aden with propeller shaft broken, and will probably be detained two months repairing the damage.

## QUARANTINE AT SAIGON REDUCED.

Messrs. Lambie and Rogers, ship freight brokers, inform us that they are in receipt of a telegram from Messrs. Wm. G. Hale and Co., Saigon, advising that quarantine against vessels arriving from Hongkong, Swatow and Amoy has been reduced to 48 hours observation provided no cargo or passengers are on board. A telegram to the same effect has been received at the Colonial Office from H.B.M.'s Consul.

## THE RUSSIAN VOLUNTEER FLEET.

In view of the reported intention of the Government to despatch later on to the Far East a large flotilla of Volunteer Fleet auxiliary cruisers and transports with the reinforcements from the Baltic, it may be of interest to give a complete list of these vessels at present marking time in illness at Sevastopol and Odessa. They are the following:—*Smolensk*, *Orel*, *Saratoff*, and *St. Petersburg*, all four auxiliary cruisers carrying quick-firers and capable of steaming; from 18 to 20 knots; *Yaroslav*, *Kotroma*, *Vladimir*, *Kieff*, *Tamboff*, and *Voronezh*, transports, most of them mounting quick-firing guns and capable of steaming from 12 to 13 knots. The 20-knot Volunteer Fleet twin-screw auxiliary cruisers *Kheron* and *Moskva*, taken over last year by the Government and drafted out to the Pacific squadron as the *Angara* and *Lena*, are shut up in Port Arthur, where the twin-screw 13-knot transport *Kazan* is now lying in the inner basin as a military floating hospital.

## EMIGRANT TRAFFIC WAR.

The decision of the Continental steamship lines to book steerage passengers from England to the United States at £2 per head has caused a sensation in shipping circles. At present none of the foreign companies take steerage passengers on board at British ports, and it is assumed that under the new arrangement they will convey them to Continental ports for embarkment on their boats running to New York, or that they will purchase British



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Hongkong 18th, February

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

WILEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.  
WM. SCHMIDT & CO.  
Hongkong 23rd November, 1902.







## INTIMATIONS

## THE

**ROBINSON**  
**PIANO Co. LD.**

**UPRIGHT IRON**

**GRANDS**

MANUFACTURED BY US

ARE TO BE

ABSOLUTELY DEPENDENT ON

THERE IS NO PIANO SO WELL

ADAPTED TO STAND THE

HONGKONG CLIMATE.

THE MATERIAL IS OF THE BEST

AND THOROUGHLY

SEASONED IN THE COLONY.

WE GUARANTEE THEM FULLY.

Prices \$400: Upwards.

**BABY**  
**GRANDS**

ONLY 5 FEET LONG.

Hongkong, 8th June, 1904.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.  
Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901.

## NOTICES OF FIRMS

## NOTICE.

WE have authorized Mr. J. OPPENHEIM to Sign Our Company for procuration.  
HOLLAND-CHINA TRADING CO.  
Hongkong, 13th June, 1904.

## NOTICE.

## COKE AND TAR.

THE HONGKONG & CHINA GAS CO. beg to notify the public that Messrs. KUNG HING & CO., 473, Des Vaux Road, West, are the SOLE AGENTS for the sale of the Company's Coke and Tar, and that all orders should be sent to the said Agents direct.  
GEORGE CURRY,  
Local Secretary.  
Hongkong, 8th June, 1904.

## NOTICE.

THE "HOTEL AMERICA" has changed hands, and is under entirely new management in which Mr. FRED NOLTE has NO Further Interest from the 1st June, 1904. The present proprietors are not answerable for any debts contracted by the Hotel before that date.  
Hongkong, 10th June, 1904.

## NOTICE OF PURCHASE OF BUSINESS.

WE, the Undersigned, beg to notify that the business of the YUE LOONG, Confectioners, at No. 7, Sai On Lane, Shek Tong Tsai, together with its branch establishment the YUE LOONG CHAN, at Yau Wo Street, Canton, have been sold by its Former Proprietors to the Undersigned, including the goodwill, trade mark, credits, deposits, furniture, and stock-in-trade of the Firm. All expenses, all credits for goods sold, all cash receipts and payments after 16th February, 1904, are due to or payable by the new proprietors. The Transfer of the Business was completed on the 10th June, and the undersigned are allowed to continue to use the name YUE LOONG as the name of the Firm and the Peacock Mark as their Trade Mark. The interest and responsibility of the Former Proprietors ceased on the above date, and this announcement is made to prevent future disputes.  
HUNG TAK TONG,  
LI LAI MING.  
Hongkong, 16th June, 1904.

## NOTICE.

WE, the Undersigned, beg to notify that Mr. WAT CHUNG SHING, lately employed as Salesman in the YUE LOONG, Confectioners, of No. 7, Sai On Lane, West Point, has no connection with the undersigned. He has taken over the business of the Firm. Hereafter contracts for goods ordered will be entered by the Firm, in proof of their acceptance of liability.  
HUNG TAK TONG,  
LI LAI MING,  
New Proprietors of the Yue Loong.  
Hongkong, 16th June, 1904.

## CONSULAR REPORTS.

## THE TRADE OF HOLLAND.

Mr. Consul Werner, in his Report on the trade of Kluangchow (Hollown), for the year 1903 says:

As regards the total volume of trade in foreign vessels during the last 10 years, the year 1903 ranks fourth. The last five years of the decade, severally and collectively, also show an increase on the first five, the conclusion being that the trade of Hollown in foreign vessels (which, Hollown being the only open port, is equivalent to the foreign trade of Hainan) is steadily increasing, the fluctuations from year to year being merely the undulations in its onward progress. The trade during 1902 was abnormally great, and that of 1903 may be said to have held its place as an average year of the last half decade, in spite of many adverse conditions. This remark applies only to trade in vessels of foreign type (there being approximate statistics only of the junk trade), which, however, probably rises or falls in harmony with the general prosperity or adversity of the inhabitants of the island.

The total value of the trade of Kluangchow during the year 1903 was £397,208, 12s. 6d., the equivalent at 2s. 7½d. of 4,532,176 taels. In comparison with the total trade of 1902, the highest on record, this is less by £127,401. The decrease would have been slightly greater but for the differences in the rate of exchange, since the average value of the Hainan trade, which was 2s. 7½d. in 1902, was 2s. 7½d. in 1903.

The main cause of the decrease was the abundant rice harvest, the natives being able to supply their own wants almost entirely from the rice grown in the island during the last nine months of the year, when the abundant rainfalls fully compensated for the drought of the first quarter.

Imports.—Foreign goods were imported to the total value of £335,464, being £104,601 less than in 1902, and £4,137 less than in 1901. As the increase in 1902 was due to the import of large quantities of rice to meet the failure of local crops, so the decrease in 1903 was due to the absence of this necessity, the amount saved by heavily favoured by the latter year being more than two-thirds of the sum lost by their lack in the former one. In the matter of rice, taken by itself, the foreigner's gain is the native's loss, and vice versa. There would, however, seem to be a relation between the saving of money on rice and the purchase of a greater quantity of cotton goods, these two articles varying together in a remarkable manner. Put simply, it may be said that if failure of the rice crop obliges the native to buy his rice abroad instead of growing it at home, he will not indulge in a new cotton garment, but will postpone the purchase of it to less hard times. Native imports, chiefly from other southern ports, rose from £431 in 1902 to £4,484 in 1903, which is £3,846 more than in 1901. This insignificant portion of the total trade represents small quantities of rice, tin, oil, native cloth, hemp, vegetable seed, and beans and peas, in the order named, rice accounting for more than half of the total value.

The decline in 1902 in the total value of exports continued in 1903. The figures for the two years are £284,116 and £261,025 respectively. This is lower than the total value of any of the last five years except 1900. The continued fall in the export of sugar, both brown and white, would alone more than account for the decrease, which would have been considerably greater had not the export of pigs, cattle, &c., or rather their value, correspondingly increased.

No native imported goods were re-exported. Of foreign goods a small quantity, valued at £74, was re-exported to foreign countries and Hongkong, and a still smaller quantity, valued at £45, to the southern treaty ports, making a total of £119 (compared with £179 in 1902) for foreign goods re-exported during the year.

The island of Hainan being to a large extent the feeder of the markets of Hongkong and Canton, most of the trade is transacted with those two places, that for Canton passing through Hongkong. The imports from that colony in 1903 were valued at £318,404 (being less by £64,142 than in 1902), and the exports to it from Hollown at £251,184 (being less by £26,336 than in 1902), the total value of the trade being thus less by £430,478. The very large increase of the two previous years was practically annihilated, the causes being identical with those which affected the total trade of the island. The imports and exports from and to all other places were represented in 1903 by the balance of £17,060 and £10,441 respectively.

The value of imports from other treaty ports, chiefly Pakhoi and Swatow, as stated above, was greater than in 1902 by £6,053. This small and capricious portion of the trade would seem to consist of the exchange of native commodities peculiar to, or more cheaply produced in, their several localities, and is probably dependent to a large extent upon opportunities of freight by the comparatively few steamers which ply between Hollown and the ports abovementioned. There has been no revival of the re-export trade from Hollown to the French free port of Kwang-chow, which existed during the first three years after the opening of that port to foreign trade. The extra expense involved in first bringing the merchandise destined for the free port to Hollown is a sufficient reason for believing that this small local trade is not likely to be resuscitated.

The steady decline in the import of foreign opium, the value of which last year was only one-fourth of that in 1899, may safely be ascribed to successful smuggling. Brought duty-free to Kwang-chow, it is thence shipped in native junks to Pu Chien, a good harbour on the northern coast of the island, whence it spreads inland. Probably an additional reason for the decline in the purchase of the foreign drug was the greater import of that manufactured in Kueichow and

## PHYSICAL DECAY: HOW TO DELAY IT.

With every movement of the human body a certain amount of waste or loss is incurred. In the case of young, or middle-aged persons, the blood soon makes good that loss, and builds up what has been used during activity. In the following period of rest, in growing people, the blood not only makes good what has been wasted, but adds a little more material each time, until the limbs and body reach their maximum size. But with old people it is different, for with them the blood fails to make good the entire loss, and so, little by little, the human frame enters the period of decay. The reason is that the blood does not contain sufficient nourishment to supply the waste tissues. If, therefore, you would delay decay, see that you feed your blood properly. This you can do by taking a good nourishing beverage, and one of the best for that purpose is Van Houten's Cocoa. It is pure, soluble, and easily digested. It contains just the very nourishment which the blood requires for its work: the albumen which nourishes the body, and the phosphates which build up the bones and tissues. Van Houten's Cocoa is cheap, because a little goes a long way; it is handy, because it is easily and rapidly made ready; and "Once used always used." [Advtd.]

Yunnan, which had been retarded in 1902 by the arrest in the province of Kuang Hsi. The figures for foreign opium (nearly all of which is Patna) for 1901, 1902, and 1903 were £35,873, £35,669 and £18,075 respectively. The import in 1903 of native opium, as given in the returns of the native custom-house (now under the superintendence, but not under the control, of the maritime customs) was 16,533 lbs. (avoir.), valued at about £15,840. This is less in quantity but more in value than in 1902, when the figures were 19,220 lbs. (avoir.) valued at about £9,040.

The recovery of cotton goods was the principal feature of the import trade of the year. The total value (£34,375), as compared with 1901, is a decrease of £21,389, but as compared with 1902 an increase of £30,745.

Indian cotton yarn is most in demand, and represents no less than £30,766 of the total value of cotton goods.

Woolen goods showed a slight improvement, the value imported being £4,491 as against £4,244, an increase of £247, but the total still falls far short of the high figures of 1900 (£6,318) and 1901 (£5,975).

Of the three kinds of oil imported—American, Russian and Siaman—American is still most in favour, whereas no Russian oil was imported during the year. The explanation of Kerosene brought from so great a distance being preferred to the Siaman oil is that the former can be burnt in native lamps having little draught, the latter being less suitable for this purpose. The enormous quantity of American kerosene imported in 1901 was, however, not equalled in 1903, but there was a considerable increase over the figures of 1902. The quantities and values for the three years, as will be seen from the annexed tables, were as follows:—1901, 1,260,070 gallons, valued at £32,317; 1902, 631,090 gallons, valued at £13,388; 1903, 892,190 gallons, valued at £25,881.

The value of the Siaman oil imported was £1,709 less than in 1902, the figures for 1901-03 being:—1901, 200,310 gallons (£4,615); 1902, 415,480 gallons (£8,344); 1903, 247,191 gallons (£5,625).

The only other import requiring comment is the all-important one of rice. As stated above, the abundant harvests enabled the natives to supply their own wants with comparatively little external aid, and in consequence the value of rice imported during 1903 was less than in the previous year by £150,784. The quantities and values were respectively:—1902, 506,375 cwt., valued at £200,685; 1903, 129,568 cwt., valued at £49,901.

No tendency is shown to import new classes of goods. The list of goods not imported given in my report three years ago in the hope that some opening for them might be found, remains the same as before.

Exports generally decreased from £284,116 to £261,025.

The decrease in exports was almost entirely due to the falling-off in brown and white sugar. The value of brown sugar exported was less by £39,405, and of white by £13,185; the figures for the two years being:—brown, 1902, 254,803 cwt., valued at £101,246; 1903, 130,233 cwt., valued at £41,541; white, 1902, 27,254 cwt., valued at £13,452; 1903, 12,937 cwt., valued at £2,877. The crops are not much dependent upon the rainfall, but if high winds prevail at the time when the canes are full of sap the result is sure to be bad.

Of the other exports, the increase in the value of pigs (with which the returns include cattle, sheep and goats) compensated largely for the loss on sugar, the value being £49,897 greater than in 1902. The number of these animals, however, was only 958 more, the figures in 1902 being 75,949 (valued at £50,011), and in 1903, 76,927 (valued at £109,878).

With eggs, which go mostly to Hongkong, decreased in number but increased in value, the number for the two years being 17,703,940 and 13,229,100, and the values £7,711 and £8,251 respectively.

The remaining principle staple exports—leather, hides, betel nut, galangal, hemp, groundnut cake, poultry, grass cloth, straw mats and sesamum seed—call for no special comment. The first five showed an increase and the last five a decrease.

The higher value of pigs necessitated the payment of £33,000 for 16,500 animals, whereas in 1902 £26,927 purchased 24,218.

With the exception of the new item of coconut oil, and hemp and skins, all the other articles showed a decline in the value imported, the greatest fall being in medicines, tobacco leaf and timber.

With regard to coconut oil it may be useful to mention that it is used by the natives as a specific for toothache, and is said to be a never-failing remedy. The directions for use are as follows:—Procure a fresh coconut, cut it in half, place one half with the concave side facing upwards on a large cup containing some cotton wool, and inside the coconut put some live charcoal. When the oil exudes on to the wool, take the latter out, and insert it with the aid of a blunt needle into the aching cavity. Care must be taken not to let the oil drop on to the tongue or skin, since it raises a most painful blister.

The total number of transit passes taken out was 1,291 inwards and 205 outwards, as against 1,201 and 628 in 1902. The inward passes were mostly applied for by Chinese, and the outward by French traders. The total number was divided as follows:—Inward passes: German, 52; French, 163; Chinese, 1,079; outward passes: German, 16; French, 189.

The number of British steamers which visited the port was 10 less than during the previous year, the total number being only 13. German and French steamers still do most of the carrying trade. The former made 462 trips, with a tonnage of 395,088 tons, and carried cargo valued at £336,385. French steamers made 422 trips, with a total tonnage of 255,838 tons, and carried cargo valued at £223,441. Compared with the figures for 1902, this is an increase for German steamers in the number of trips, total tonnage and value of cargo, and a decrease for French steamers. The value of the cargo carried in vessels of other nationalities is but an insignificant proportion of the total trade.

One sailing vessel of foreign type, the *Madge* of 123 tons, entered and cleared during the year. She flew the Chinese flag, and came from Bangkok, bringing a cargo valued at £236, and leaving with £76 worth for the same port. This is the only sailing vessel from another country which has visited the port since 1881.

Under the inland navigation rules two launches, flying the French flag, made 244 trips. These appear in the returns as 122 entered, with

a total tonnage of 3,000 tons, and the same number and tonnage cleared. Of the total number of trips, 224 were made in ballast. The health of the district was even better during 1903 than during 1902. Plague did not show itself, and no outbreak of any kind occurred. As this good result is certainly not to be attributed to precautions taken by the natives, it must be supposed that the natural conditions—rainfall, winds, &c.—mitigated against epidemics of every description. To suppose, however, that they have disappeared for ever would be rash.

The mining project mentioned in my last report proved a failure. The expenses of working—especially the wages of the workmen, who demand double remuneration to compensate them for the danger incurred by disturbing the Earth Spirit—proved too great, and the mine was closed after a good deal of capital had been sunk in the abortive venture.

Best for the Skin and Complexion.

**CALVERT'S**  
**CARBOLIC**  
**TOILET SOAP**

(Soothing, cleansing and antiseptic).  
Pleasant to use, especially to sufferers from perspiration, and most refreshing in hot climates.  
F. C. CALVERT & Co, Manchester, Eng.

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**CARBOLINEUM-AVENARIUS**  
USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Damages.

LUTGENS, EINSMANN & CO.,  
Sole Agents for China.  
Hongkong, 1st July, 1902.

## FOR SALE.

THE PROVINCE OF SHANTUNG  
ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.  
Reprinted from the "HONGKONG DAILY PRESS."  
Price, 50 cents Cash, Messrs. Kelly & Walsh or Daily Press Office.  
Hongkong, 31st January, 1900.

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. BUTTON-JONES' KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.  
Hongkong, 22nd December, 1902.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 23rd June, 1904, at 2.30 P.M., at his residence, No. 17, QUEEN'S BAZILL STREET, The Whole of the HOUSEHOLD FURNITURE, PICTURES, CURIOS AND ORNAMENTS.

SUN LAMPS and HANDSOME HAND BAGS;  
One 12-BORE DOUBLE BARRELED FOWLING PIECE;  
Two POINTER DOGS.

TERMS OF SALE—As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 22nd June, 1904.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, by Order of the Supreme Court of Hongkong (Original Jurisdiction), TO-MORROW (FRIDAY), the 24th June, 1904, at NOON, where she now lies in Causeway Bay, The Steam Launch

"KWONG LOI."  
Length 60 feet, Breadth 13 feet 2 in., Depth 7 feet 5 in., Gross Tonnage 51.12, Net Tonnage 31.28.

A Steam Launch will leave Blake Pier at 11.30 A.M. on day of Sale to convey intending purchasers.

TERMS—The Launch to be at purchaser's risk on fall of the Hammer. The purchase money to be paid in full to the undersigned on day of sale.

HUGHES & HUGHES,  
Auctioneers.  
Hongkong, 22nd June, 1904.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 25th JUNE, 1904, commencing at 2.30 P.M., at No. 3, CHANCERY LANE, A COLLECTION OF VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).  
TERMS—Cash on delivery.  
On view from Friday, the 24th June, 1904.  
GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 21st June, 1904.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 27th JUNE, 1904, commencing at 2.45 P.M., at "CHERTONDALE" Mount Gough, The Peak, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).  
TERMS—Cash on delivery.  
On view from Saturday, the 25th June, 1904.  
GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 21st June, 1904.

## CHAMPAGNE

**VEUVE CLICQUOT PONSARDIN**

RHEIMS.

MAISON FONDÉE EN 1783.

WERLE & CIE, Succrs.

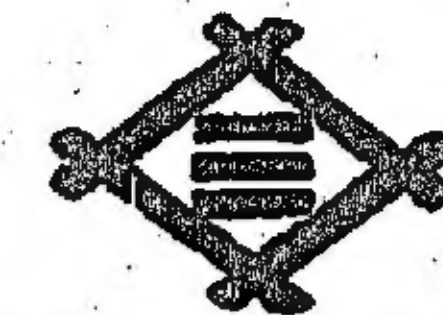
APPLY TO—

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SOLE AGENTS.

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**JAPAN**



**COALS.**

**MITSUMI BUSSAN KAISHA**  
(MITSUMI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

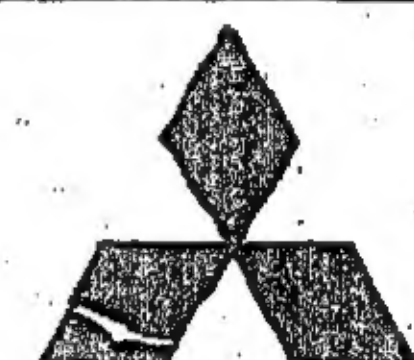
OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Maidaura Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUMI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura, Onoura Otsuji, Sasabara Tsubakuro, Yoshinotani, Yoshio, Yuchikibara, and other Coals.  
S. MINAMI, Manager, Hongkong.



**MITSUMI BISHI GOSHI-KAISHA**  
(MITSUMI BISHI CO.)

COAL DEPARTMENT  
MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI,"  
which applies to all Branch Offices and Hongkong and Shanghai Agencies.

All Letters Addressed—  
MANAGER, MITSUMI BISHI CO., with name of place under.

BRANCH OFFICES:—  
NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENTS:—  
SHANGHAI: H. J. H. TRIPP.  
HONGKONG: H. U. JEFFRIES.

YOKOHAMA: M. ASADA.  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the Imperial Railways; Sanyo, Kishu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinew, Namazuta and Kami-Yamada Collieries and also Hoku Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigih, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.  
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903.

## WEI CHEETOO &amp; CO.

IMPORTERS, EXPORTERS  
GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR,  
No. 12, Pottinger Street, Hongkong.

Agencies:—  
CHEE CHEONG, Dealer in Human Hair.  
SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEK, Fire Cracker Factory.  
Hongkong, 1st June, 1904.

RUINART PERE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.,  
Sole Agents.



## SHIPPING.

**ARRIVALS.**  
 June 21, CANTON, British str., 1,110 A. A. Campbell, Wuhu 15th June, Chinkiang 17th, General.—JARDINE, MATHESON & Co.  
 June 21, HUPEN, British str., 1,244, Mathias, Shanghai via Amoy 16th June, General.—BUTTERFIELD & SWIRE.  
 June 21, NURIA, German str., 2,234, Habel, Manila 18th June, General.—HAMBURG-AMERIKA LINIE.  
 June 22, AGAMENON, British str., 4,481, R. Day, Amoy 21st June, General.—BUTTERFIELD & SWIRE.  
 June 22, CHOWTAL, German str., 1,115, H. Textor, Bangkok 16th June, Rice and Wood.—BUTTERFIELD & SWIRE.  
 June 22, C. F. PERD LAEISZ, German str., 3,736, C. von Hoff, Hamburg and Singapore 16th June, General.—HAMBURG-AMERIKA LINIE.  
 June 22, DAIHAR, Norw. str., from Canton.  
 June 22, ENANG, British str., 1,127, W. F. Richard, Tientsin, Chiofo and Weihaiwei 14th June, General.—JARDINE, MATHESON & Co.  
 June 22, Hux, French steamer, 705, Godineau, Kwangchow 21st June, General.—A. R. MARTY.  
 June 22, M. STRUYE, German str., 966, P. Drapet, Tamsui 19th June, Amoy 20th and Swatow 21st, General.—OSAKA SHOSHEN KAISHA.  
 June 22, ORANGE, Norwegian str., 1,001, Joh. Thunberg, Bangkok 15th June, Rice, NANI, WIELER & Co.  
 June 22, PAKAT, German str., 1,018, H. Domes, Bangkok 16th June, General and Rice.—BUTTERFIELD & SWIRE.  
 June 22, PROMETHEUS, Norwegian str., 1,024, H. Thunberg, Bangkok 16th June, Rice.—CHINESE.  
 June 22, STEPHEN, British str., 1,336, J. E. Farrell, Singapore 16th June, Korosen.—Geo. J. BAIN.  
 June 22, VALK OF DOON, Sarawak barkentine, 659, J. Petersen, Rajang (N.W. Borneo) 6th June, Timber.—SANDER, WIELER & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 Buxton, British str., for Nagasaki.  
 Derling, German str., for Chiofo.  
 Enang, British str., for Canton.  
 Keenan, British str., for Shanghai.  
 Nubia, German str., for Shanghai.

## DEPARTURES.

22nd June.  
 CANTON, British str., for Canton.  
 EMPRESS OF INDIA, British str., for Vancouver.  
 HANOL, French str., for Haiphong.  
 ITHIGENIA, British str., for Shanghai.  
 KWONGSANG, German str., for Moji.  
 MAIR, German str., for Shanghai.  
 ROON, British str., for Manila.  
 TIAN, German str., for Canton.  
 TRIUMPH, German str., for Coast Ports.

## VESSELS IN DOCK.

22nd June.  
 ABERDEEN DOCKS.—U. S. S. *Polifinder*.  
 H.M.S. *Taka*, U.S.S. *General Alvar*.  
 COSMOPOLITAN DOCK.—

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.  
 FOR SWATOW, AMOY AND FOCHOW  
 THE Company's Steamship  
 "HAICHING."  
 Captain Hodgins, will be despatched for the above ports TO-DAY, the 23rd inst., at 11 a.m.  
 For Freight or Passage, apply to  
 DOUGLAS LARPAIK & CO.,  
 General Managers.  
 Hongkong, 21st June, 1904. [1335]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).  
 THE Company's Steamship.

## "VINDOBONA."

Captain Colob, will be despatched as above TO-MORROW, the 24th inst., p.m.  
 For information as to Passage and Freight apply to  
 SANDER, WIELER & CO.,  
 Agents.  
 Hongkong, 18th June, 1904. [3]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEMOTS—POSTE FRANCAIS.  
 STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO  
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904, at 1 p.m., the Company's Steamship "HIMALAYA," Captain J. Combe, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHEMENT.  
 This Steamer connects at COLOMBO with the Australian line s.s. "Dumbie," bound for MARSEILLES via BOMBAY and ADEN.  
 Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.  
 Shipping Orders will be granted till Noon only on Monday, the 27th June. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 15th June, 1904. [2]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	AGAMENON	Brit. str.	C. F. Lockstone	RUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, via SINGAPORE, & CO.	CYLON	Brit. str.	G. Philipps	P. & O. S. N. Co.	About 25th inst.
LONDON, &c., via PORTS OF CALL	BENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co.	2nd July, at Noon.
LONDON, AMSTERDAM & ANTWERP	YANTSE	Brit. str.	G. Philipps	BUTTERFIELD & SWIRE	5th July.
LONDON, AMSTERDAM & ANTWERP	KINTOCK	Brit. str.	G. Philipps	BUTTERFIELD & SWIRE	15th July.
LONDON, AMSTERDAM & ANTWERP	KEMUN	Brit. str.	G. Philipps	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	MOYNE	Brit. str.	G. Philipps	BUTTERFIELD & SWIRE	16th Aug.
MARSEILLES, &c., via PORTS OF CALL	HIMAKATA	Brit. str.	J. Combe	BUTTERFIELD & SWIRE	28th inst., at 1 p.m.
MARSEILLES, HAVRE & COPENHAGEN	P. MARIE	Dan. str.	Reventz	MESSAGERIES MARITIMES	6th July.
BREMEN, via PORTS OF CALL	ZIETEN	Ger. str.	Reventz	MELCHERS & CO.	To-morrow, Noon.
HAMBURG DIRECT	BATAVIA	Ger. str.	Reventz	MELCHERS & CO.	To-morrow, 5 p.m.
HAMBURG, BREMEN & HAMBURG	NURNBERG	Ger. str.	Jahrg	HAMBURG-AMERIKA LINIE	6th July.
HAVRE & HAMBURG	C. F. PERD LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	26th July.
HAVRE & HAMBURG	BADENIA	Ger. str.	Rearden	HAMBURG-AMERIKA LINIE	10th Aug.
HAVRE & HAMBURG	BAMBERG	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	25th Aug.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Schmidt	HAMBURG-AMERIKA LINIE	5th Sep.
TRIESTE, &c., via SINGAPORE, &c.	VINDOBONA	Aus. str.	Cobol	SANDER, WIELER & Co.	15th Sep.
GENOA, MARSEILLES & LIVERPOOL	DIOMED	Brit. str.	Rearden	BUTTERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL	SARPEDON	Brit. str.	Rearden	BUTTERFIELD & SWIRE	About 21st July.
NEW YORK, via SUEZ CANAL	SCHUYLKILL	Brit. str.	Rearden	STANDARD OIL CO.	About 23rd inst.
NEW YORK, via SUEZ CANAL	E. CASTLE	Brit. str.	Rearden	DODWELL & CO., LD.	About 24th inst.
DURBAN	COURTFIELD	Brit. str.	Martin	GIBB, LIVINGSTON & CO.	13th July.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.	Martin	CANADIAN PACIFIC R. CO.	20th July.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	Martin	DODWELL & CO., LIMITED	28th inst.
VICTORIA (B.C.) & TACOMA via JAPAN	TREMONT	Brit. str.	T. W. Garlick	BUTTERFIELD & SWIRE	11th July.
VICTORIA (B.C.) & TACOMA via JAPAN	OSNA	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	2nd July, at Noon.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	Wagner	PORTLAND & ASIATIC CO.	5th July.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	W. G. McArthur	GIBB, LIVINGSTON & CO.	To-morrow, D'light.
YOKOHAMA, via SHANGHAI & KORE	CHINGTU	Brit. str.	W. H. S. Hall	P. & O. S. N. Co.	About 24th inst.
YOKOHAMA, via SHANGHAI & KORE	MAZAOON	Brit. str.	C. J. Benton	P. & O. S. N. Co.	27th inst.
YOKOHAMA, via SHANGHAI & KORE	SCOTIA	Brit. str.	C. J. Benton	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, KORE & YOKOHAMA	LIAN	Brit. str.	Schmidt	MESSAGERIES MARITIMES	About 30th inst.
SHANGHAI	TOKIN	Brit. str.	Schmidt	P. & O. S. N. Co.	6th July, 10 a.m.
FOOCHOW, via SWATOW & AMOY	CHUSAN	Brit. str.	Schmidt	OSAKA SHOSHEN KAISHA	3rd July, 10 a.m.
TAMUI, via SWATOW & AMOY	TRUMPH	Brit. str.	Schmidt	OSAKA SHOSHEN KAISHA	10th July, 10 a.m.
TAMUI, via SWATOW & AMOY	M. STRUYE	Brit. str.	Schmidt	OSAKA SHOSHEN KAISHA	13th July, 10 a.m.
SWATOW, CHEFOO & TIENTSIN	TAKTOS	Brit. str.	Schmidt	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SWATOW, AMOY & FOCHOW	KANBU	Brit. str.	Schmidt	DOUGLAS LARPAIK & Co.	To-day, at 11 a.m.
MANILA DIRECT	HACHING	Brit. str.	Schmidt	SHAWAN, TOMES & Co.	25th inst., 10 a.m.
MANILA	RUBEN	Brit. str.	Schmidt	BUTTERFIELD & SWIRE	2nd July, 10 a.m.
MANILA DIRECT	ZAMING	Brit. str.	Schmidt	SHAWAN, TOMES & Co.	25th inst., at Noon.
MANILA	TAMING	Brit. str.	Schmidt	DODWELL & CO., LD.	To-morrow.
CEBU & ILOILO	SHAWMUT	Brit. str.	Schmidt	BUTTERFIELD & SWIRE	
JAVA PORTS.	KAIFONG	Brit. str.	Schmidt	JAYA-CHINA-JAPAN LINE	

## "SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.  
 THE Steamship  
 "COURTFIELD."  
 Captain Martin, will be despatched as above on or about the 24th June.  
 For Freight, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 20th June, 1904. [1378]

## HONGKONG-CANTON LINE.

THE British steamship  
 "YING KING."  
 Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
 Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m., and returning from Canton every following evening at 5 p.m.  
 1st Class ... \$3.00 for Single journey  
 2nd ... 1.50  
 Meals ... 1.00 each.  
 The steamer's wharf is at the Western end of Wing Lok Street.  
 YUK ON S.S. CO., LD.  
 No. 215, Wing Lok Street.  
 Hongkong, 27th February, 1904. [175]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI."  
 Captain Samuel Bell Smith.  
 DEPARTURES from Hongkong, on week days, at 7.30 a.m., on Extension Sundays, at 8.30 a.m., from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.  
 FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.  
 On Extension Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.  
 Wharf at the Western end of Wing Lok Street.  
 The Steamer runs on Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.  
 MING ON & CO.,  
 2nd Floor, 16, Victoria Street.  
 Hongkong 8th September, 1901.

## MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.  
 HONGKONG-CANTON NIGHTLY SERVICE.  
 THE Commodious Steamer  
 "PAUL BEAU."  
 Captain Frouge, leaves Hongkong for Canton at 9 p.m. on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.  
 The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MON. DAYS, WEDNESDAYS and FRIDAYS, at the usual hour.  
 These two magnificent and up-to-date steamers are lighted with Electricity.  
 The Saloon is under European Supervision.  
 First Class European ... \$8.00  
 Second Class European ... \$3.00  
 Second Class Chinese ... \$1.50  
 Deck ... 30  
 The Company's Wharf is at the end of Queen Street, Praya West.  
 For further particulars, apply to  
 J. LANDOLT, Agent.  
 The Pharmacy, Queen's Road Central.  
 Hongkong, 23rd March, 1904. [420]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
 "SAN CHEUNG."  
 651 Tons, Captain A. Murphy, will leave for Canton at 8.30 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light and perfect cuisine. Wharf at Hongkong near Harbour Office.  
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.,  
 No. 147, Connaught Road Central.  
 Hongkong, 15th March, 1904. [27]

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, via SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 3rd July, at 10 a.m.
FOOCHOW, via SWATOW AND AMOY	"TRUMPH"	WEDNESDAY, 6th July, at 10 a.m.
TAMUI, via SWATOW AND AMOY	"M. STRUYE"	SUNDAY, 10th July, at 10 a.m.
ANPING, via SWATOW AND AMOY	"TAKTOS"	WEDNESDAY, 15th July, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.  
 Hongkong, 20th June, 1904. [15]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KORE AND YOKOHAMA FOR  
 OPERATING IN CONNECTION WITH THE  
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,870	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bable	August 14th, 1904.
"ANAGONTA"	5,198	A. Hansen	September 14th, 1904.
"NUMANTIA"	4,870	C. J. Benton	October 14th, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
 ALLAN CAMERON, GENERAL AGENT.  
 Hongkong, 16th June, 1904. [14]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR  
 YOKOHAMA, via SHANGHAI, MAI and KORE (Passing through the Inland Sea)  
 YOKOHAMA, via SHANGHAI, MAI, MOJI and KORE (Passing through the Inland Sea)  
 LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID  
 SHANGHAI  
 LONDON, &c.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANGHAI, MAI and KORE (Passing through the Inland Sea)	"MAZAOON"	daylight 24th June	Freight only.
YOKOHAMA, via SHANGHAI, MAI, MOJI and KORE (Passing through the Inland Sea)	"SUCOITA"	About 24th June	Freight only.
LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	"CYLON"	About 25th June	Freight and Passage.
SHANGHAI	"CHUSAN"	About 30th June	Freight and Passage.
LONDON, &c.	"BENGAL"	Noon, 2nd July	See Special Advertisement.

For further Particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 20th June, 1904. [1]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER-DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATE.
BATAVIA	HAMBURG DIRECT	On 24th June. Freight.
Capt. Demppel	(Calling at Singapore, Penang and Colombo)	at 5 p.m.
NURNBERG	HAVRE, BREMEN and HAMBURG	On 6th July. Freight.
Capt. Jahrg	(Calling at Singapore and Penang)	
C. F. PERD LAEISZ	HAVRE and HAMBURG	On 26th July. Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)	
BADENIA	HAVRE and HAMBURG	On 19th Aug. Freight.
Capt. Rearden	(Calling at Singapore, Penang and Colombo)	
BAMBERG	HAVRE and HAMBURG	On 25th Aug. Freight.
Capt. Hinkel	(Calling at Singapore, Penang and Colombo)	
AN. ALUSIA	HAVRE and HAMBURG	On 5th Sep. Freight.
Capt. Schmidt	(Calling at Singapore, Penang and Colombo)	

For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE,  
 QUEEN'S BUILDINGS, No. 1.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.  
 STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
 STEAMERS.

STEAMERS.	SAILING DATES.
ZIETEN	FRIDAY 24th June
SEYDLITZ	WEDNESDAY 24th July
ROON	WEDNESDAY 30th July
PRINZ REGENT LUITPOLD	WEDNESDAY 3rd August
PRINZ HEINRICH	WEDNESDAY 17th August
PRINZESS ALICE	WEDNESDAY 31st August
PRINZESS ALICE	WEDNESDAY 14th September
PRINZESS ALICE	WEDNESDAY 28th September
PRINZESS ALICE	WEDNESDAY 12th October
PRINZESS ALICE	WEDNESDAY 26th October
PRINZESS ALICE	WEDNESDAY 9th November
PRINZESS ALICE	WEDNESDAY 23rd November
PRINZESS ALICE	WEDNESDAY 7th December
PRINZESS ALICE	WEDNESDAY 21st December
PRINZESS ALICE	WEDNESDAY 4th January 1905

ON FRIDAY, the 24th day of JUNE, 1904, at Noon, the Steamship "ZIETEN," Captain Wilhelm, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
 Shipping Orders will be granted till Noon on WEDNESDAY, the 22nd June. Cargo and Specie will be received on Board until 5 p.m. on THURSDAY, the 23rd June, and Parcels received at the Agency's Office until Noon on THURSDAY, the 23rd June.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
 The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 20th June, 1904. [5]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 25th June, 10 a.m.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 2nd July, 10 a.m.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
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 Hongkong, 20th June, 1904. [16]

## NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA B.C. AND TACOMA  
 VIA  
 MOJI, KORE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
* LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. SHAWMUT..... 9,606 tons. W. M. Smith..... About 15th August.

## CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—  
 DODWELL & CO., LIMITED,  
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 QUEEN'S BUILDINGS.  
 Hongkong, 26th May, 1904. [7]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.







